

Construction Management Plan

pro forma v2.3

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13.08.2021	01	Entire Houze Ltd.
21.09.2021	02	Entire Houze Ltd.

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance [\(CPG\) 6: Amenity](#) and [\(CPG\) 8: Planning Obligations](#).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

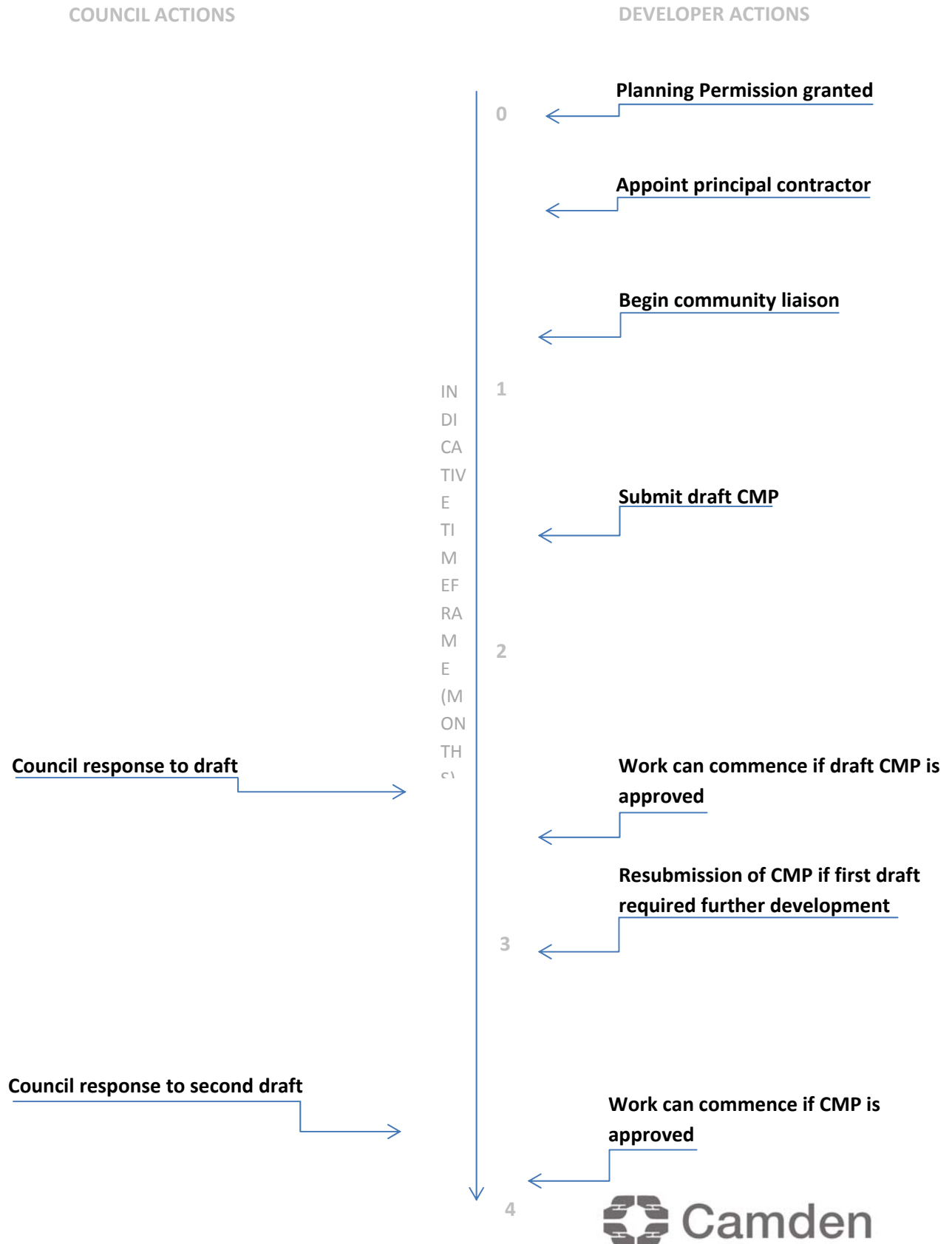
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

Timeframe



Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 12 Platts Lane London NW3 7NR

Planning reference number to which the CMP applies: 2020/0160/P

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Entire Houze Limited

Address: 45 Vivian Avenue, Buckingham House, NW4 3XA

Email: hello@theentirehouse.com

Phone: 079693 78509

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: Ken Zohar

Address: 46 Willrose Crescent, London, SE2 0LG

Email: kzarchdesign@gmail.com

Phone: 07818 364209

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: Orly Weinberger

Address: 47 Armitage Road NW11 8QT

Email: orly@hozeinvestment.com

Phone: 07817541022

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Entire Houze Limited

Address: 45 Vivian Avenue, Buckingham House, NW4 3XA

Email: hello@theentirehouse.com

Phone: 07969378509

Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.



The Site is a large semi-detached dwelling with rear garden.

This CMP relates to a proposal for Excavation for a single storey basement extension under whole property with sunken rear patio area and lightwells to the front, rear and side elevations, installation of glazed balustrades with handrails at rear ground floor level, new side elevation windows, replacement of windows throughout, and erection of brick pier with metal railing front boundary treatment.

The existing building is a semi-detached three storey red brick building at the south side of Platt's Lane, Hampstead.

The property has a hard surfaced front garden with overgrown shrubs which have not been maintained. The front boundary is defined by a brick wall. The appearance and structure have been compromised by over grown foliage.

The rear garden is soft landscaped with timber fences marking the boundaries.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The proposal is to excavate a full basement under an extended semi-detached house, with a neighbouring house very close to the unattached side. The road is a side road which is part of the public highway system. The main site management challenge is access for excavation and delivery lorries and the provision of site loading/unloading facilities.

At this point the road, Platts Lane, includes parking bays (zone CA-S(a)). The remainder of the kerbside is yellow-lined. Zone CA-S(a) is restricted between 10.30 and 14.30 hours.

Kerbside loading will be adopted because the site is too small to allow spoil vehicles to load on site. It is proposed to use a gantry over the pavement, (1) to protect the footway and its users, (2) to enable storage of excavated material in a convenient location, (3) to reduce the loading time of each vehicle to reduce noise and nuisance as far as possible.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

Start Date: 01.06.2021

End Date: 17.12.2021

Please see Appendix 3- Programme of Works

9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Confirmed as above

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should

consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

No. 10 Platts Lane is the attached house to the right hand side, i.e. it shares a party wall.
No. 14 Platts Lane is the adjoining house on the left hand side, approx. 3m distant
No. 12 Platts Lane, First and Second Floors

11. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Please see the below letter from the owner of the property:

In terms of the consultation with our neighbours so I must admit that everyone in the nearby vicinity were notified and were happy with our works. We have lived there for 6 years peacefully with great relationships with everyone (or at least the vast majority of them).

Prior and during the works, we have had several discussions with Ms Linda Fairy of 14 Platt's Lane about the project. She has our phone numbers and if she has any concerns or questions, then we are always happy to speak with her. If needed I'm sure she'll be supportive or would be willing to provide evidence to that extent.

Our upstairs neighbours are Mr Ryan Rymans (flat 2) and Ms Maria Jang (flat 3) were also well informed and have our contact details in case they need anything. We have clearly addressed their concerns prior to starting the works. They are kept well informed about access routes to the property, health and safety matters and anything related to the works.

Mr Shaun of 15 Platt's Lane, directly on the opposite side of the street is also on good terms with us and we have consulted with him and took some advice from him as he renovated his house when we moved in 6 years ago and excavated a basement as part of his development to his house.

With regards to neighbours at house number 10, the current occupants are not the owners and they only rent this property. The tenants also seem to change quite frequently so it is hard to keep track of who is actually living there. Our Party Wall surveyor is in touch with Mr Clifford Baker (the owner of 10 Platts Lane) and I have emails to prove that he was informed by me and asked quite a few questions about the projects which we have addressed (and still addressing from time to time when they come up).

These are the neighbours in the nearby vicinity and I think that if anything are affected by our works. Please let me know if you require any further.

Many thanks.

Best,

Orly

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community,

and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

This is a comparatively small development within the curtilage of one dwelling-house.

A member of the Contractor's project management team will be elected as a Community Liaison Officer whose contact details will be made available on the Site hoarding including a 24 hour emergency number. Their role and responsibilities will be inclusive of being the primary point of contact for the local community and answering queries and questions where necessary.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The Developer will register this development for participation in the scheme, embracing all the good practices outlined therein.

14. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

There are no significant construction works ongoing in the vicinity of the project so far as we are aware.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Entire Houze Limited

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

Having reviewed the CLOCS documentation, the contractor will include within the subcontractor orders the requirements for compliance, including:

- All contractor's vehicles will be certified by the Fleet operator's recognition scheme (FORS)
- Any collisions or incidents serving our sites will be thoroughly investigated
- Traffic routing will be strictly policed (See routes defined earlier in the CMP).
- All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.
- Fleet operators must be FORs accredited at Silver level and working towards Gold standard. Vehicles requirement for Heavy Good vehicles over 3.5 tonnes specified in the CLOCS standard must be adhered to and every vehicle checked for compliance before entering the project.
- Checking for operational, vehicle and driver compliance will be undertaken by the Logistics contractor procured by the contractor.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

Signed: O. Weinberger

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Platt's Lane is a narrow quiet residential road. Vehicles will be instructed to approach only from the W Heath Rd end, and exit onto Finchley Road, avoiding all other minor roads. The advantage of vehicles going in this direction is that it is downhill, so that vehicle noise will be minimised. It also means that deliveries and collections will take place with the vehicle parked on the left hand side of the road, simplifying traffic manoeuvres.

Deliveries and collections will be organised to avoid vehicles waiting for kerb space.

Please refer to drawing 12PL-CMP-05

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Contractors, subcontractors and suppliers will be asked to sign a document setting out the authorised route.

Delivery numbers and limits will then be set to the defined capacity. All sub-contractors and their hauliers will be required to book in all deliveries being made to site a minimum of 48-hours in advance. This is in order that an available delivery slot may be allocated and deliveries that cannot be accommodated can be declined. Clear directives will be given to all contractors and suppliers that if lorries are waiting to deliver to a site then the engines must be turned off, there is to be no idling of engines. Deliveries to site will be between 09.30 – 16.30 with occasional deliveries outside of these hours where unavoidable.

A strict no parking policy will be enforced throughout the project. All visitors, staff and operated will be advised to use the close public transport network.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

The construction process will involve a range of vehicles which could include the following:

- Light Goods Vehicles including 5.5m length x 2.1m wide transit vans
- 7.25m length x 2.5m wide Skip Lorry
- 8.4m length x 2.5m wide Concrete Mixer – 1 vehicles for the entire build.
- 8.2m length x 2.5m wide 6 wheel medium Tipper lorry

It is anticipated that there will be no more than 3 vehicles per day during the busiest phase of the construction process.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Not known, to be advised.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Please refer to drawing 12PL-CMP-05

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

None needed

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

Not needed because of the small size of the works. The site will be served from commercial suppliers and waste disposal contractors.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

The site will be managed so that vehicles do not have to wait to park safely.

Clear directives will be given to all contractors and suppliers that if vehicles are waiting to deliver for more than a minute, then the engines must be turned off, there is to be no idling of engines. Turning off the engine will reduce emissions and fuel costs.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Most loading and unloading will take place on the highway using the gantry to protect footway users.

Please refer to drawing 12PL-CMP-02

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

The access and egress of vehicles onto and off the site will be very limited.

It is envisaged that most of the waste will be disposed via skips located in the site compound. Skip lorries will be loaded and unloaded from the street.

Access to the existing footways will be retained throughout the construction period with material being transferred from the carriageway on Platt's Lane into the Site. For safety, a banksman/ Traffic Marshall will be in place to safely guide manoeuvres into and out of the site and manage pedestrian movements during the transfer of material, with the use of barriers and cones where necessary.

Please refer to drawing 12PL-CMP-02

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

The construction vehicles will not be entering or egressing the site. All construction vehicles will remain on Platt's Lane. There are no turning movements required.

Vehicles will be instructed to approach only from the W Heath Rd end, and exit onto Finchley Road, avoiding all other minor roads. This way, vehicles will enter and leave the loading bay in the same direction of travel, keeping to the left hand side of the road, and no tight manoeuvring will be required.

Please refer to drawings 12PL-CMP-02 & 12PL-CMP-05

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Few vehicles will be driving off the site.

- A wheel wash station will be provided at the site entrance for use on all vehicles leaving the site.
- The banksman co-ordinating vehicles in and out of the site should will carry out a visual inspection prior to any vehicles departure to see if there is any excess mud on the wheels / vehicle. There should always be available brooms and shovels.
- All lorries removing excavation spoil, soil and any waste materials will be covered before leaving the site to limit highway dust pollution.
- All cement refuse on-site will be damped and sheeted to avoid dust and nuisance.
- The Project Manager will ensure that the immediate area is patrolled twice a day to ensure that it is kept clear of any construction debris.
- Dampening will be employed for any cutting/drilling/crunching activities during the demolition and construction phases.

21. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

It is not practical for loading and unloading to take place on the site due to the small size of the site and the limited size of the front garden space between the footway and the front of the existing house.

One 14m loading/unloading bay will be provided outside the house subject to Council approval. The Contractor will ensure that vehicles do not block the flow of traffic along Platt's Lane at any time during the process of loading and unloading.

It is proposed to place a gantry over the pavement to facilitate loading of spoil lorries using a conveyor. This gantry is planned to be in place for approximately the first 14 weeks of the contract period.

Concrete will be delivered from the same loading/unloading bay into a concrete pump. The delivery pipe will cross the pavement with suitable ramps for wheeled pedestrian footway users.

Other deliveries will be unloaded from the same bay by hand or using a small wheeled vehicle, e.g, a forklift or similar.

b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Construction traffic poses a potential risk to pedestrian and cyclist safety. Vulnerable road users' safety will be paramount. The use of banksmen during all periods of operation at the site will ensure pedestrian and cyclist safety. Clear signage, cones and good lighting for pedestrians will be provided as required. The public right of way will be regularly cleaned down and inspected for hazards.

When loading/unloading, a banksmen will be positioned on either side of the vehicle to temporarily hold pedestrians. Furthermore, during concrete pumping, a banksmen will be placed on the footway to guide pedestrians over the ramp to ensure pedestrian flow is maintained at all times.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please refer to drawings 12PL-CMP-01 & 12PL-CMP-05

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

The site is provided with an existing 3.6m vehicular crossover onto Platt's Lane.

A ten-metre length of parking bay in front of the property will be suspended for the proposed construction contract, so that a dedicated loading/unloading bay can be provided.

This will enable the work to take place with minimal disruption to road traffic in Platts Lane. A Temporary Traffic Order will be applied for accordingly.

Please refer to drawing no. 12PL-CMP-03.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

No highway occupation will take place. Please refer to the drawing no. 12PL-CMP-04 provided showing the loading gantry, hoardings, traffic management and loading arrangements for the Site.

A Temporary Traffic Order will be applied for accordingly.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Please see drawings no. 12PL-CMP-03 & 12PL-CMP-04.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion

signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

No diversions required.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

Hoardings will be erected around the site to protect the environment and provide security.

The loading gantry will protect pedestrians and allow free passage along the footway during the works. The passage under the loading gantry will be provided with lighting during hours of darkness.

When concrete is being pumped into the site, a ramp will be installed over the delivery pipe. Appropriate safety signage will be provided on the hoarding and gantry.

Cycle use will not be significantly interfered with by the works

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

See gantry outline on drawing 12PL-CMP-04.

27. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

No new connections are anticipated.

A drainage inspection dated 11 August 2016 (Appendix 4) shows that the drain between the site and the public sewer in the highway is in satisfactory condition and does not need replacement or excavation. The water, electricity and gas supplies to the property are already in use and are unlikely to need to be interfered with as part of the works.

Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Operation	method	times
Excavation	small excavator	08:00 - 16:00 with a one-hour break
Excavation	By hand, with compressor	Normal working hours
Loading spoil	Conveyor	09:00 – 15:00
Breaking concrete	Breaker & Compressor	08:00 – 16:00 with a one-hour break
Pumping concrete	Mobile pump	09:00 – 15:00
Heavy lifts	Mobile crane	09:00 – 15:00

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

A noise survey dated 4 August 2016. Please refer to Appendix 2

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Where possible noise produced by works activities will be reduced or removed by design.

When this is not possible, to mitigate noise pollution, noise monitoring will be carried out on the boundary on a regular basis to ensure the works will not disturb local residents. Noise levels within the site will be as far as reasonably practical kept to 75db. This will be achieved using well maintained and up to date plant and demolition equipment.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

All care will be taken not to cause the primary environmental noise pollution.

Suitable mitigation measures to be used include:

- Standard construction hours with strict adherence to the site working hours.
- The use of well-maintained and silenced plant and equipment including compressors, generators and power tools.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- Carry out daily noise surveys at perimeter of site and record findings.
- Implement action plan where noise levels exceed acceptable levels

Below are some examples of maximum usage for tools in order to prevent injury and ill health.

Tool	Hand Vibration (m/s ²)	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9" Grinder	5.5	124

32. Please provide evidence that staff have been trained on BS 5228:2009

The contractor will be instructed to do so and to provide proof.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

The activities to be carried out will not include a significant amount of dusty activities, i.e. activities that may cause dust to rise off the ground and be carried by wind.

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works. The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting equipment when activities are being carried out that risk generating large volumes of airborne dust. Dust suppression measures will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site. We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

Reduction in dust pollution and other airborne debris will be achieved by:

- Ensure that all materials transported to and from site are in enclosed containers or fully sheeted.
- During dry periods the works are to be damped down to control the generation of dust.
- Ensuring materials have a minimum of packaging.
- Ensuring all polystyrene and similar light weight materials are weighted down.
- Making sure all dust generating materials are adequately packaged.
- Ensuring all vehicles leaving the site are clean and that loads are covered where spoil or demolition material is being removed.
- Provide regular road cleaning using road sweepers or brushes to control dust and mud.
- Keeping the loading drop heights of spoil into lorries as low as possible.
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages, etc.
- A waste management system will be implemented on site.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

- The Contractor will monitor noise levels during phases when noisy activities are taking place to make sure that levels are within specified limits.
 - Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.
 - Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations.
- The Contractor's Health and Safety advisors will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.
- Noisy work will be covered by a permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.
- Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.
- To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk.
- Vibration levels and dust levels will be controlled as described. The proposed works are not likely to give rise to significant levels of dust or vibration in the neighbouring premises. This situation will be kept under review and if dust/vibration could become a problem professional advice will be sought.
- The Principal Contractor will establish air quality procedures to minimise dust generation and control plant and vehicle exhaust emissions.
- The Principal Contractor will undertake regular air quality sampling to ensure that we are not impacting on the existing air quality levels.

The Principal Contractor will carry out good management practises to minimise the effects of noise and dust on the environment and local community. The Principal Contractor will also liase with the local neighbours regarding any other sensitive environmental issues that need to be addressed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

The Risk Assessment will be undertaken in due course and appended when complete.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

The Risk Assessment will be undertaken in due course and appended when complete.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The Risk Assessment will be undertaken in due course and appended when complete.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

It is unlikely that rodents will be particularly endemic on the site. A rodent inspection will be commissioned in due course by the Client and the results will be issued.

During the deconstruction works the monitoring for the evidence of rodents will continue. The Contractor will ensure no food or other edible waste is left or discarded around the site at any time. Any drain connections will be capped permanently or temporarily.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

A survey was carried out 19 July 2016, please refer to Appendix 1.
No existing asbestos was reported on the site.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

The main contractor will be instructed to provide a smoking area within the site.

Site personnel will not be permitted to loiter outside the main gate.

The contractor will be instructed to include a suitable statement in the documentation provided to site staff, e.g. 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.' Any personnel found to be acting in an unacceptable manner will be barred from site permanently.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): 06/21-12/21
- b) Is the development within the CAZ? (Y/N):N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
Yes, the machinery will be registered on the NRMM register
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
Yes, the machinery will be registered on the NRMM register
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:
Yes, the documentation will be made available to local authority officers



SYMBOL IS FOR INTERNAL USE

Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: 

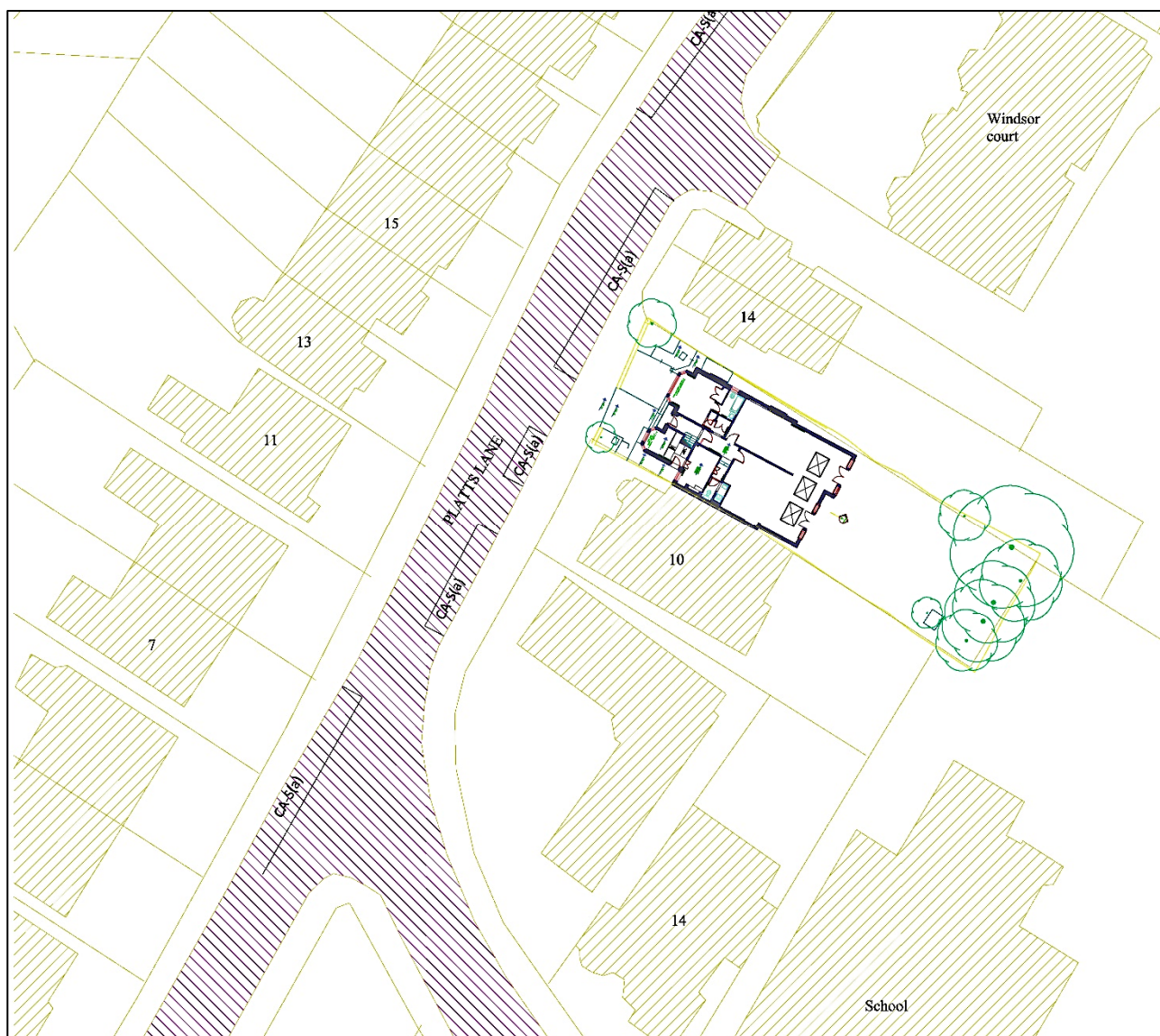
Date:21.09.2021.....

Print Name:Haim Maymon.....

Position:Director.....

Please submit to: planningobligations@camden.gov.uk

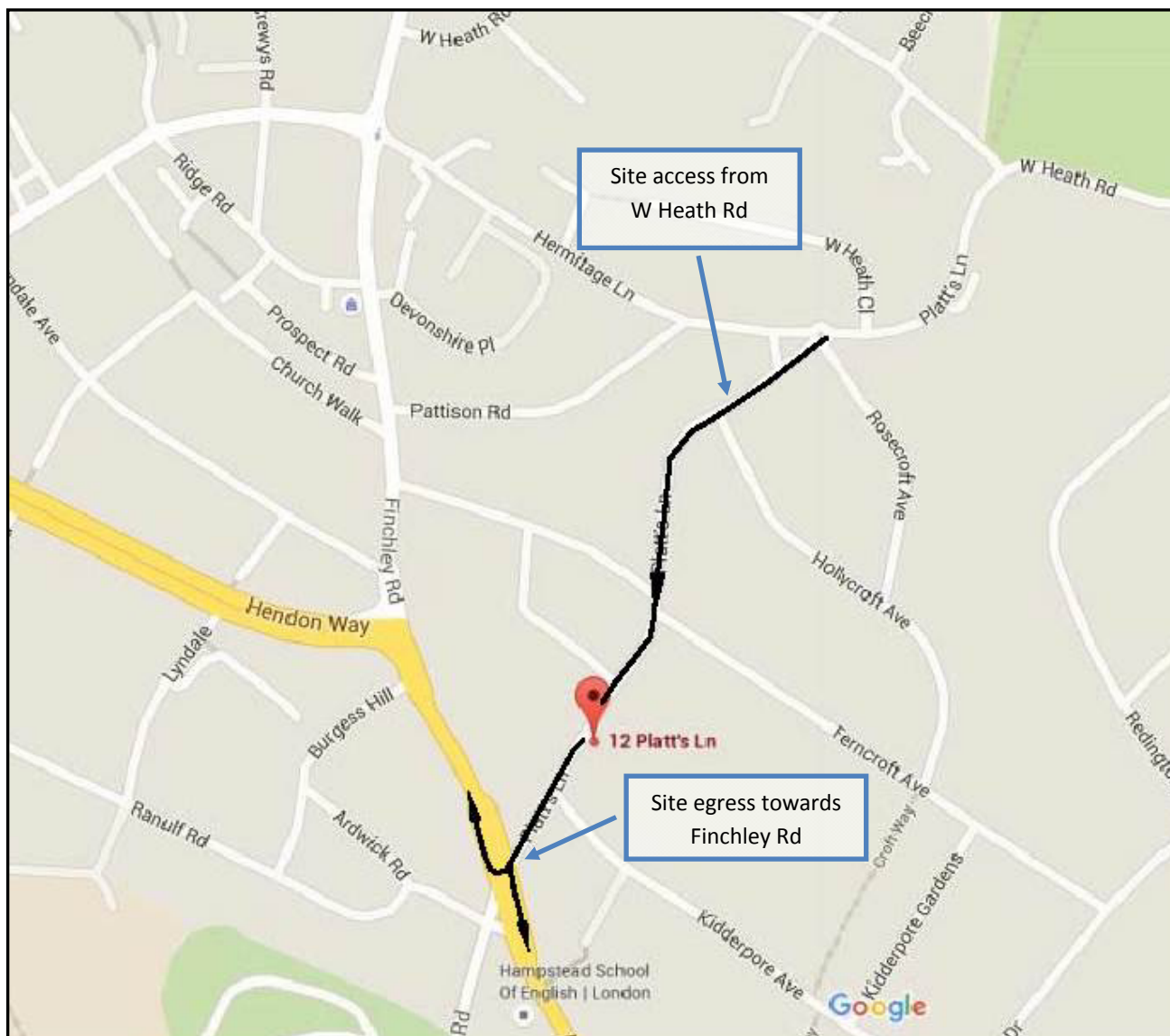
End of form.



Drawing 12PL-CMP-01: Local Highway layout

Notes:

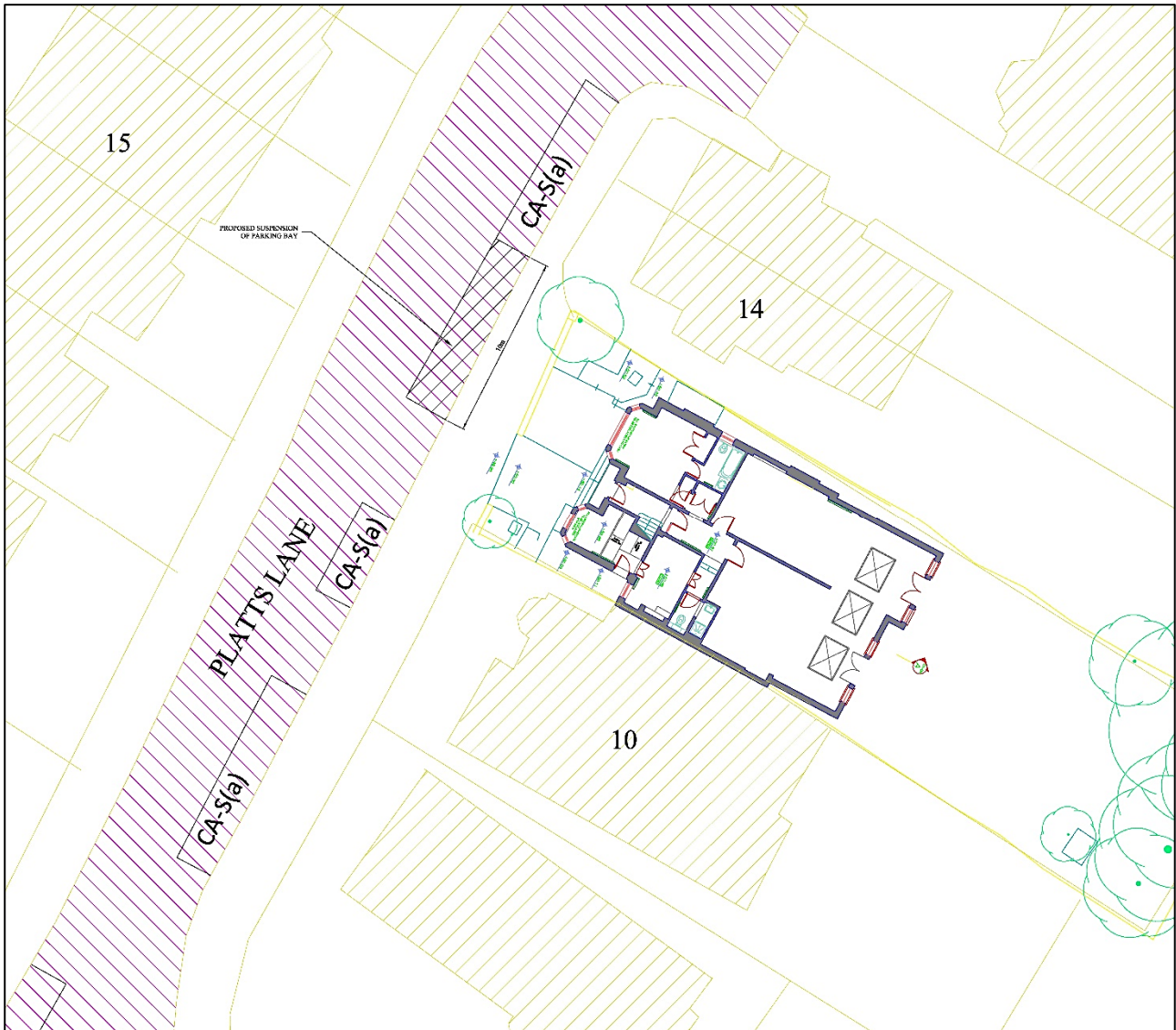
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.



Drawing 12PL-CMP-02: Public Highway Network. Site access and egress

Notes:

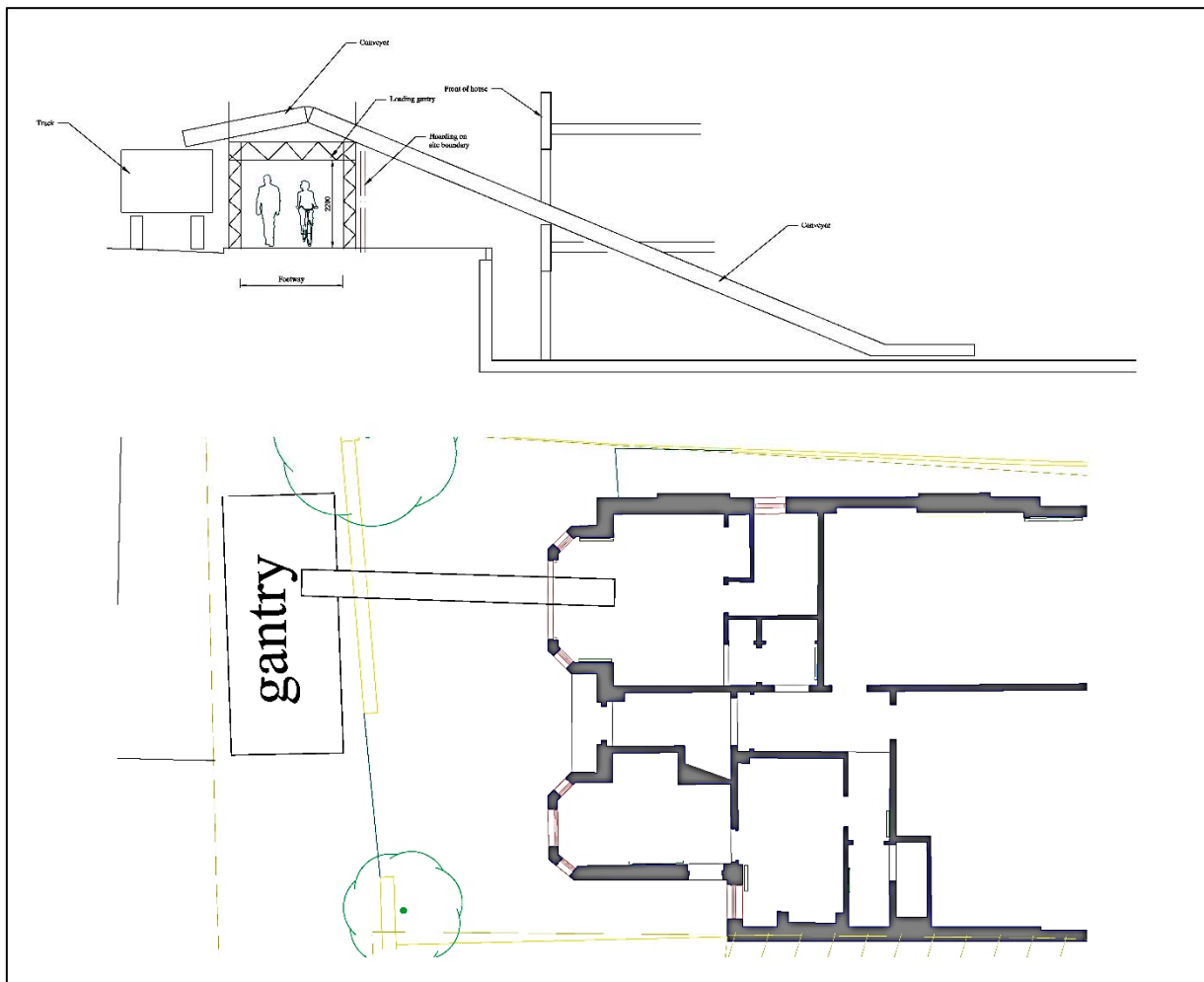
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.



Drawing 12PL-CMP-03: Parking Bay suspension

Notes:

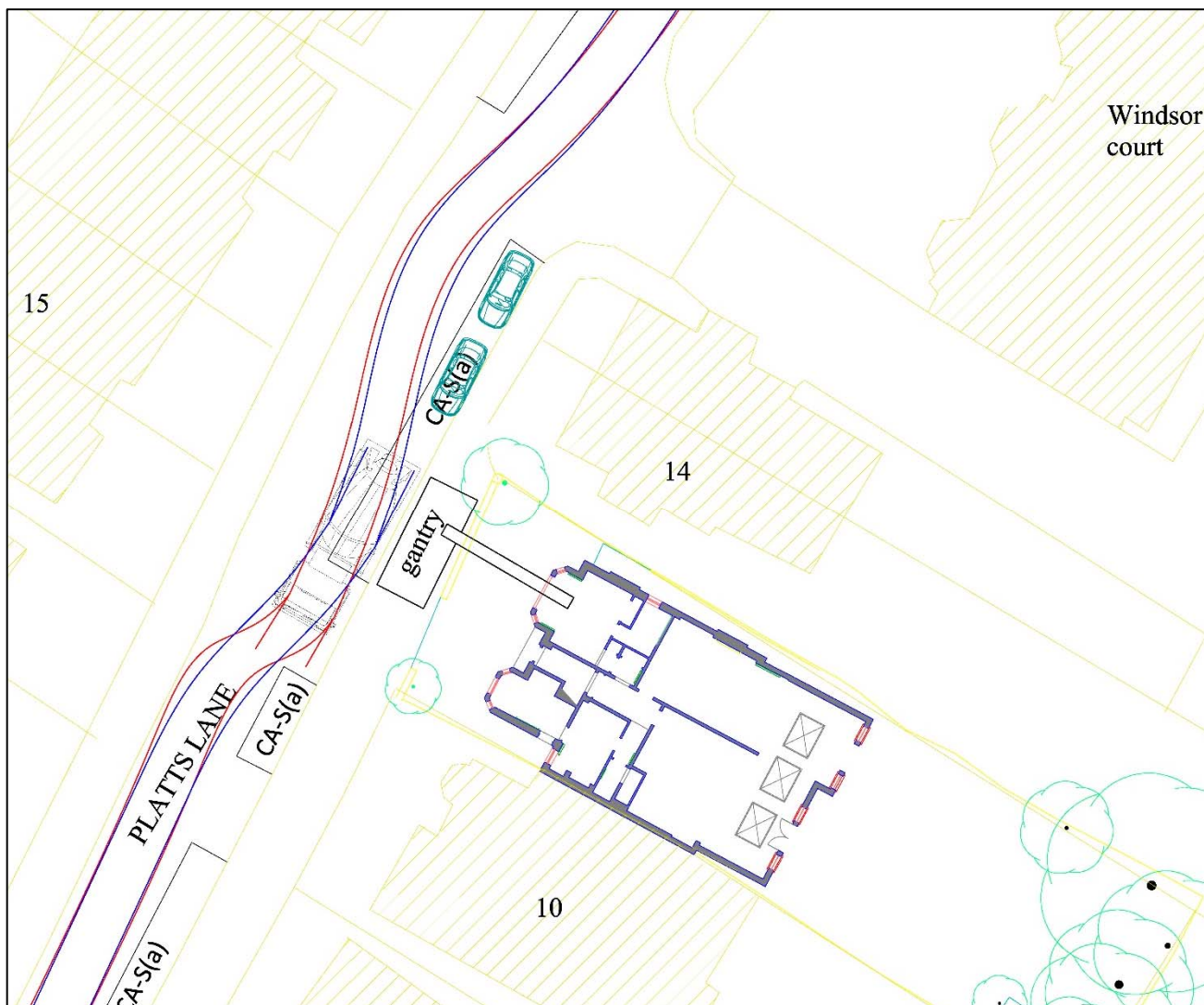
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.



Drawing 12PL-CMP-04: Loading Gantry Schematic plan and section

Notes:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.



MEDIUM TIPPER	
Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

Drawing 12PL-CMP-05: Swept Path Analysis

Notes:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.